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her debt by calling attention to many helpful sources of information. I, in particular, am grateful for the reference to the Philadelphia non-importation agreement of March 10, 1769, for a copy of which I have looked in vain, and I would like further to know where to find the text of the agreement of February 6 of the same year, which has also eluded me. In fact, so much good material has gone into the making of this essay that Miss Hanna is well prepared to begin its reconstruction on a much larger scale. I wish that she might make first of all a more thoroughgoing study of the actual trade conditions of Philadelphia and its adjacent areas of supply and distribution, covering not only the immediate neighborhood but the western shore of Maryland and also the eastern shores of Maryland and Virginia. Much information could be obtained from merchants' letter-books and accounts, shipping lists, and contemporary newspapers and diaries. Intensive studies of this character, dealing with small and well integrated fields, are greatly needed at the present stage of work in colonial commercial history.

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Economic History of Wisconsin during the Civil War Decade.

By FREDERICK MERK. Publications of the State Historical Society of Wisconsin. Studies, Vol. I. (Madison, Wis.: Published by the Society. 1916. Pp. 414. \$2.00.)

An important contribution to the economic history of the Civil War period is made by this book. The fifteen chapters deal with agriculture, lumbering (two chapters), mining, manufacturing, labor, banking, trade, railroad farm mortgages, railroad construction, railroad consolidation, the anti-monopoly revolt, the genesis of railroad regulation, commerce of the upper Mississippi, and the commerce of the Great Lakes. Much material has been brought together, so much, indeed, that one feels the need of a summary presentation of some of the more important features of the period. The author has an interesting style and he has succeeded in putting this mass of economic data into very readable form.

There is a slight tendency to treat rather fully the spectacular features and not give sufficient attention to other less conspicuous but more fundamental phases of the period. For example, in the first chapter less attention might have been given to some of the

minor agricultural pursuits and more to the significance of the price level which obtained during the Civil War decade and for some years thereafter. This lack of emphasis in the study of the conditions of agriculture has in turn left something to be desired in the discussion on railway regulation. In the close of this discussion the author states that the reason there was no regulation of railways in Wisconsin in the decade 1860-1870 was because Wisconsin legislatures "were too completely dominated" (p. 342) by the railway lobby. Granting that the railway influence in the legislature was no small factor, so sweeping a statement concerning it overlooks other important factors. In the first place, such an interpretation appears to be due to a lack of the proper perspective of the closing years of the decade and the years following 1870. Here the author does not seem to have made good his claim (p. 12) that important events have been followed either to their conclusion or to a point at which it was profitable to leave them. A careful comparison of price levels for the five-year periods from about 1863 to about 1868 and from about 1869 to 1874 aids materially in the interpretation of the decade under consideration. Certainly a fundamental reason for the lack of railway regulation in Wisconsin, Iowa, and bordering states between 1860 and 1870 was the prosperous condition of agriculture. This angle of the situation is not considered, although the prosperity of the decade is commented upon.

Furthermore, it does not seem that the faith which was placed in competition as a regulator of railway rates has been given sufficient recognition (see pp. 336-337). This same faith was incorporated in the Act to Regulate Commerce nearly twenty years later. The influence of this theory with legislative committees in Wisconsin, during the period, in spite of developments in railway consolidation, was probably as important as that of the railway lobby in leading them to the conclusion that railway development would be fostered both by liberal returns and the absence of restrictive legislation.¹

Some improvement in the editing of the study might have been made. The use of abbreviations in the footnotes has not been uniform throughout. References are sometimes replete on minor matters and inadequate on matters of more importance. For example, frequent comment is made on the relation of the granger movement to this period, yet nowhere in the volume is any refer-

¹ *Wis. Assem. Journ.*, 1864, pp. 717-734; *Wis. Senate Journ.*, 1867, pp. 641-648.

ence made to Buck's study of *The Granger Movement*. Also the references on railway legislation for the period, given in the footnote on page 342, are of little value.

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Middlemen in English Business. Particularly between 1660 and 1760. By RAY BERT WESTERFIELD. Transactions of the Connecticut Academy of Arts and Sciences, Vol. 19. (New Haven, Conn.: Yale University Press. 1915. Pp. 111-445. \$3.40.)

The limitation set by the dates given in the title of this work are, as the author asserts, not very strictly adhered to, but the significant movements of this century are traced in their earlier phases from the medieval days. The purpose is "to present an historical sketch of the origin and development of the middlemen organization that served English business before the Industrial Revolution" (p. 113) in certain leading industries of the kingdom. These industries are the corn and corn products trades, the animal and animal products trades, the mineral trades, and the textile and textile materials trades. Each of these is treated in detail in a separate chapter. Under the term "middlemen" there is included in each industry all who were in any direct way connected with furthering the product from producers to consumers. The description here given of the mechanism of business will reveal how manifold were the agents who had interjected themselves into the distributive process of each industry. Of these four trades, much the larger amount of attention is devoted to the corn and corn products trades and the textile and textile materials trades; and in each of the four that product in the handling of which the middlemen organization reached the highest development is selected for most careful consideration. In order to adequately present the middleman's position and functions the final chapter is devoted to an interpretation of his relation to the transmission of commodities, persons, and intelligence; his relations to and employment of capital and credit; and his situation geographically and socially.

This is a new phase of economic history to receive attention and, along with the few other works treating of cognate subjects, the present volume enables us to gain the long-term view of the services of the middlemen that is so necessary to the correct in-